

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4557.

日七十月四年十三緒光

TUESDAY, MAY 31, 1904.

二拜禮

號一卅月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 25,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,310,000

Head Office: YOKOHAMA.

Branches and Agencies:
FUKUOKA, KOBÉ,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENSIN, NEWCHANG,
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HOSUMI,
Manager.

Hongkong, 11th March, 1904.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,500,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq., N. A. Siebs, Esq.
Hon. W. J. Gresson, Esq., H. W. Shide, Esq.
A. Haupt, Esq., C. A. Tones, Esq.
H. Schubert, Esq., E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER: J. R. M. SMITH

Hongkong, 18th May, 1904.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent per annum.
Depositors may transfer to their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital 1,000,000
Paid up Capital 324,374
HEAD OFFICE: HONGKONG.

Board of Directors:
Chan Kit Shan, Esq., J. Focke, Esq.
Creasy Ewens, Esq., G. C. Moxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 1/2
Hongkong, 4th February, 1904.

THE
DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tals 5,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow,
Tientsin, Tsingtau (Kiautschow)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIREKTION DER DISCONT GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 12th April, 1904.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
Gold \$7,991,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

BRANCHES AT

SAN FRANCISCO, WASHINGTON,

MEXICO, MANILA, SHANGHAI, SINGA-

PORE, YOKOHAMA, BOMBAY,

CALCUTTA

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL

BANKERS:

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DRESDENER BANK,

COMPTON NATIONAL D'ESCOMPTE

DE PARIS, &c.

THE Corporation transacts every Descrip-

tion of Banking and Exchange Business,

receives Money in Current Account and issues

Fixed Deposit Receipts either in Gold or

Silver at Rates which may be ascertained on

Application.

HONGKONG BRANCH:

20, DES VUEUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1896.

Shanghai Tals.

SUBSCRIBED CAPITAL \$5,000,000

PAID-UP CAPITAL 2,500,000

Head Office: SHANGHAI.

Branches and Agencies:

CANTON, PENANG,

CHEFOO, SINGAPORE,

HANKOW, TIENSIN,

PEKING.

THE Bank purchases and receives for collec-

tion Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 1/2 per Annum Fixed Deposits for 3 months.

4 1/2 " " " " " "

5 1/2 " " " " " "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " " " " 3 1/2

" " " " " " 3

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904.

CHEMICAL FOOD.

SPECIALLY PREPARED

ACCORDING TO

DR. PARRISH'S FORMULAE.

HIGHLY RECOMMENDED FOR YOUNG

and DELICATE CHILDREN,

especially in producing Bone and Tissue,

which so many Children in the East suffer

from want of.

IN BOTTLES, 50 Cents, 80 Cents, and \$1.25.

FLETCHER & Co.,

THE PHARMACY,

14, QUEEN'S ROAD CENTRAL, 法中

Hongkong.

A. STEVENSON,
Chemist.

Hongkong, 26th May, 1904.

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHANGHAI, MOJI and KOBÉ.
(Passing through the Inland Sea.)

CANDIA June 1st, 8 A.M. } Freight only.
H. E. K. Cat, R.N.R.

SHANGHAI BALLARAT About 2nd June } Freight and
C. R. Longden, R.N.R. } Passage.

LONDON, &c. SIMLA June 4th, Noon. } See Special
F. R. Summers. } Advertisement.

For Further Particulars apply to

Hongkong, 31st May, 1904.

E. A. HEWITT, Superintendent.

IMPERIAL GERMAN MAIL LINE. KÖNIGSBERGER LLOYD, BREMEN.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.

OLDENBURG SATURDAY, 4th June.

SACHSEN WEDNESDAY, 8th June.

ZIETEN WEDNESDAY, 22nd June.

SEYDLITZ WEDNESDAY, 6th July.

ROON WEDNESDAY, 20th July.

PREUSSEN WEDNESDAY, 3rd August.

PRINZ REGENT LUITPOLD WEDNESDAY, 17th August.

PRINZ HEINRICH WEDNESDAY, 31st August.

GNEISENAU WEDNESDAY, 14th September.

BAYERN WEDNESDAY, 28th September.

ON SATURDAY, the 4th day of June, 1904, at Noon, the Steamship "OLDENBURG"

of the NORDDEUTSCHER LLOYD, Captain R. Tritzsch, with MAELS, PASSEN-

GERS, SPECIE and CARGO, will leave the Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till 2 P.M. on THURSDAY, the 2nd June, Cargo and

Specie will be received on Board until 5 P.M. on FRIDAY, the 3rd June, and Parcels

will be received at the Agency's Office until NOON, on FRIDAY, the 3rd June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Lines can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 25th May, 1904.

MELCHERS & CO.,

AGENTS.

Entimations.

LANE, CRAWFORD & CO., SOLE AGENTS.

DELICIOUS

WITH

FRUITS,

SWEETS,

TEA,

COFFEE, &c.



PRESERVED

IN ALL

ITS

NATURAL

RICHNESS.

—PRICES—

Quarter tins 30 c., Half tins 40 c., One tins 60 c.

Hongkong, 10th May, 1904.

COOLALTA WINES.

FROM THE

CELEBRATED COOLALTA VINEYARDS,
NEW SOUTH WALES.

These Excellent Wines are strongly recommended to
Invalids.

BURGUNDY EXTRA QUALITY.
CLARET, FULL BODY, EXCELLENT FLAVOR.

CALBECK, MACOREGON & CO.,
SOLE AGENTS.

Hongkong, 5th May, 1904.

Entimations.

The great food-value

of Bovril is known and appreciated by those to
whom strength and endurance are a vital necessity,
such as business-men, travellers, explorers,
athletes, military and naval officers, etc. Bovril
represents sustenance, nourishment and stimulus
in the most condensed and most convenient form.
Bovril is the very embodiment of strength.



JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Make, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Honjo, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Sasabara, Tsukakuro, Yoshinotani, Yoshio, Yonokibara and other Coals.
S. MINAMI, Manager, Hongkong.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

WINDSOR GARDEN AND RESTAURANT.

SITUATED among the grandest scenery in the Happy Valley, past the Race-course. One
of the coolest resorts in the Colony. The whole grounds are shaded after 4 p.m., and
it is delightful to rest there and to breathe the cooling breeze after a day's toil in town.
The Garden is again open to the Public and their kind patronage is respectfully soli-
cited. Light refreshments are always ready and meals can be had at the shortest notice.
Ladies and Gentlemen are invited to bring their cameras.

FRED. HUBER,
Proprietor.

Hongkong, 16th May, 1904.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BARRACKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.
Monthly Boarders accommodated on very moderate terms.
For Particulars apply to

THE MANAGER.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

Wm. FARMER,
Proprietor.

TRADE

MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904.

Entertainment.

THEATRE ROYAL.

SATURDAY AND MONDAY NEXT,
4TH AND 5TH JUNE.

FUNNY

FREEAR in his
FAMOUS
FRIVOLITIES.As "THE FRENCHMAN," "THE IRISHMAN,"
"THE COON," "THE SOUBRETTE,"
"THE OLD MAID," the "M.P." in New
Stories of "HARD LUCK," in the Reminis-
cences, an American Sand Dance, and as
Madame SARA HEARTBURN.Also as Mrs. SOMERTON (the Lady of the
House) in the laughable One Act Comedy,
"THE FELLOW THAT

LOOKS LIKE ME,"

(as performed by him in all parts of the World).
As the SQUAD in the truly funny interlude
"DIGNITY AND IMPUDENCE,"

as Sambo in

"THE AMERICAN MINSTRELS,"

New Songs, Ballads, really funny Jokes and
Medleys, and as

"TIMOTHY PINKINS"

in the Screaming Farce,

"MATRIMONIAL BLISS,"

as performed by him over 600 times in India,
South Africa, Australia and England.FREEAR guarantees the Funniest Enter-
tainment ever yet offered to a Hongkong
audience.Roars, Screams, Peals, Yells of Laughter for
24 hours guaranteed. Everyone knows what to
expect and they will come from all quarters,
hot or cold, wet or dry for a good hearty,
wholesome laugh. Freear will make you
laugh as he has made Kings, Princes, Rajas,
Pashas, Nizams, Begums, Presidents, Gov-
ernors, Generals, Admirals, Bishops, and
Brokers, in all parts of the world during the
past 12 years; proof of which, together with
the Sultan of Turkey's Gold Medal is on
View at ROBINSON'S, where Seats may be
secured.Every door and window in the Theatre will
be opened and fans will be supplied free
of charge.Popular Prices ... \$3, \$2 and \$1
Overture at 9 P.M.
Hongkong, 28th May, 1904. [665]

To Let.

TO LET.

NO. 1, RIFON TERRACE IN FLATS.
No. 4, RIFON TERRACE.
No. 17, WONG NEI CHONG ROAD, facing
Race Course.FLATS IN MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

"ROSENEATH," KOWLOON.

No. 3, CLIFTON GARDENS, CONDUIT
ROAD.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 20th May, 1904. [576]

TO LET.

A HOUSE IN KNUSTFORD TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 25th April, 1904. [554]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [456]

TO LET.

FIRST-CLASS FURNISHED ROOMS,
with or without Board, close to Post
Office and Banks.

Apply to—

N. N.,
No. 98, this Office,
Hongkong, 9th May, 1904. [599]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and
Airy Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 2nd May, 1904. [49]

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JEBSEN & Co.
Hongkong, 27th April, 1904. [559]

TO LET.

NO. 6, BARROW TERRACE, KOWLOON.
Available 1st March.

Apply to—

THE SAM WANG CO., LD.
Hongkong, 31st February, 1904. [218]

Intimations.

THE "STAR" FERRY COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS
in the above Company will be held at the
Company's Office, No. 2, Connaught Road,
at NOON, TO-MORROW, the 1st June, for
the purpose of receiving the Report of the
Directors, with a Statement of Accounts to
30th April, 1904.The TRANSFER BOOKS of the Company
will be CLOSED from the 25th inst. to 1st
June, both days inclusive.EDWARD OSBORNE,
Secretary.

Hongkong, 31st May, 1904. [633]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO AND ISSUE BILLS OF LADING
TO SEATTLE, WASH., VICTORIA, B.C. and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
AND CANADA, in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, at hitherto by the Steamers of the
NORTHERN PACIFIC S. S. CO., BOSTON
STEAMSHIP AND TOWBOAT CO., OCEAN
S. S. CO. and CHINA MUTUAL S. N. CO.For further Particulars, apply at the
Company's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

THE HONGKONG & KOWLOON WHARF
AND GODOWN CO., LD.

NOTICE.

OWNERS OF GOODS which were BURNED
in the above Company's Godown No. 9
on the 29th April last are hereby notified that
all such GOODS, or the DEBRIS thereof, not
claimed by the 1st June, will be forthwith dis-
posed of at their risk and expense.EDWARD OSBORNE,
Secretary.

Hongkong, 25th May, 1904. [657]

RUSSO-JAPANESE WAR FUND.

(1) Providing additional Comforts in Hospital
TREATING ALL SICK AND WOUNDED
from the War.(2) In aid of the FAMILIES OF JAPANESE
KILLED in the War.IT is proposed to close the above Fund on
SATURDAY, 4th June, 1904, and intend-
ing Subscribers are therefore requested to
kindly notify the Undersigned on or before
that date.J. R. M. SMITH,
Hon. Treasurer.

Hongkong, 28th May, 1904. [666]

A. CHAZALON & CO.,
IMPORT-EXPORT.

PARIS, 11, Rue des Messageries.

SHANGHAI-HONGKONG.

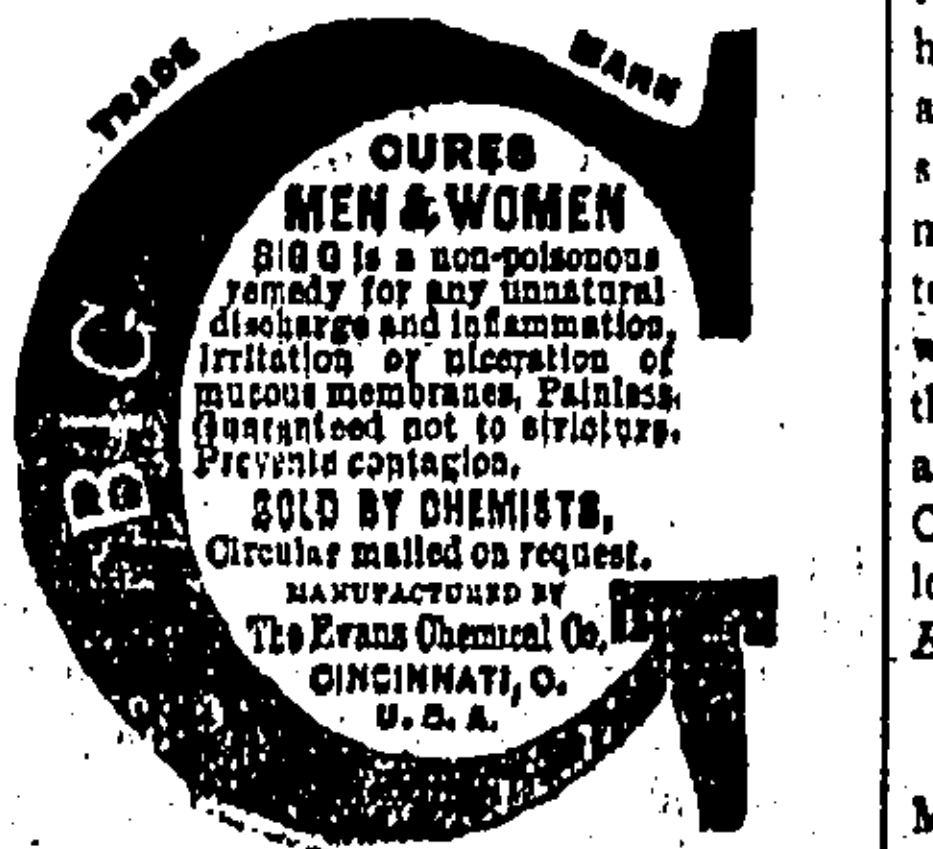
TIENTSIN.

PORT ARTHUR.

CHEFOO.

WE beg to inform the Hongkong Public
that we have taken over the Business of
MESSRS. GIRAULT & Co. at No. 6, QUEEN'S
ROAD, CENTRAL, and trust that the numerous
patrons of our predecessors will continue to
favour us with their orders. The goods sup-
plied by us are of the first quality, and in recog-
nition of our reliability we have been appointed
contractors for the supplies necessary to the
French warships calling at this port. Being
in touch with the leading growers in France,
and being ourselves owners of Vineyards, we
are able to supply our clients with Wines
of the best *Cru* at the lowest prices. We
have always in stock the best brands of
WHISKIES, PORTS, LIQUEURS and
MINERAL WATER, and have been appointed
Sole Agents for "L'Arquebuse de l'Hermitage,"
a certain and efficacious remedy for
Cholera and Plague, the undoubted merits of
which have been recognised by the leading
doctors of Lyons.We recommend to amateurs the *Liquor*
de l'Hermitage, which is destined to replace
the *Grandes Chartreuses*, the monks who distilled
this last having been expelled from French
territory.*Hi-Phosphate of Lime*.—We are also agents
for this powerful remedy for debility, the
cure of the Tropics. The brand which we
supply is the result of long studies made by
the priests of the order of *Les Petites Freres* de
Marie, and is used by them in their missions
all over China.

Hongkong, 26th May, 1904. [659]



NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
THEY OWE (10 cts) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

HORSE DISEASE IN SINGAPORE.

TWO RACERS DEAD.

During the last few days, says the *S. F.*
Press, there has occurred in Singapore a form
of horse disease which is apparently quite new
here. The illness has taken the form of lung
trouble, and commences with somewhat severe
fever, developing later into a pleuric form,
death occurring as far as can be judged from
pleuro pneumonia. As to the exact course and
nature of the disease, however, considerable
doubt exists at present, and until the Govern-
ment bacteriological and other examinations
which are being carried out by Mr. Falshaw
and Dr. Finlayson have been concluded, there
will remain some doubt.The sickness has occurred in widely separ-
ated areas and under apparently no particular
conditions, though it is noticeable that it has
attacked better class animals more than in-
ferior kinds.In the principal stables there have in fact
been at least three deaths, two of them being
the racers, *Loveshot* owned by Mr. P. H. Lee,
which has died at Woods' place, and the
Maiden, *Recue*, which was in Abrams' yard.
A number of other valuable horses entered
for this meeting, including *Sir Launcelot*,
Blunderer, *Bruntwood*, *Blue Jacket*, and *Cate*,
were attacked, but are all doing well, some in
fact having gone back to work on the course.
Blunderer may, however, not start at this
meeting.This morning Mr. Abrams reported that the
three cases he had left in his yards were doing
nicely, and would probably get all right soon.At Dallen's Mr. Elmhick stated that as a
result of his visit round the stables he had not
found a single temperature to-day. As far as
these stables are concerned, therefore, the
disease may be said to be well in hand.It has however also appeared, as above stated,
in widely separated parts of the island, and
in many cases at private stables. The illness
of some of the horses prevented them being
entered for this meeting, but beyond this the
racing will not be greatly interfered with, and
no official action has been deemed necessary
so far. It is not yet even decided whether the
disease is contagious, and as a matter of fact
the horses have not been isolated.The different stables have been working
together, and Mr. Shor, Mr. Elphick and Mr.
Falshaw have been doing their utmost in the
matter. The sickness assumes quite a different
form to the influenza epidemic of 1901 and it
is generally assumed that it is not influenza,
and has never occurred here before. The
veterinary surgeons are treating a number of
cases outside the yards.COCHIN-CHINA SWEEP BY
A TYPHOON.Our Saigon correspondent sends us the
following detailed report of the typhoon that
ravaged the coast of Cochin-China, on the 30th
April. On the evening the weather began to
grow worse. A storm with vivid lightning ac-
companied by a strong wind occurred during the
night of the 30th with heavy rain and thunder.
At this time, the *Bugeaud*, *Pascal* and *Slyx*
were anchored off Cape St. Jacques, having
returned from firing practice. Their position
was most perilous; when early on the 1st inst.
the sea got up rapidly. At 9 a.m. the *Slyx*
sought safety under the lee of *Rach-Dua*: an
hour and a half later the storm burst with full
force. In a moment hundreds of trees were
uprooted and a small tidal wave inundated the
coast. The mainmast of the *Slyx* was carried
away. The wind attained its greatest velocity
at about 2.30 p.m. blowing from the East. The
Pascal with two anchors out, dragged about
half a mile; her foremast was carried away, and
she was swept fore and aft by the seas. For-
tunately the wind was off the shore as other-
wise nothing could have saved her. The
Bugeaud lost an anchor; luckily her fires were
alight which allowed her to take refuge at
Canglo. But almost blinded by the rain, the
Captain only just managed to make the har-
bour. As the day advanced the wind veered
to the South and the storm gradually abated,
at night time all danger being over.On land the destruction was enormous. At
the Cape, the church is blown down and a
jetty 250 yards long has completely disappeared.The roads are everywhere obstructed by
fallen trees; fences blown down, roofs blown off,
junks wrecked; and telegraph lines broken
down. The tidal wave swept the rice fields
of Gocong; entire villages having disappeared
with their inhabitants. Beautre and Calmoug
suffered enormously as the inhabitants are
entirely unacquainted with a storm of this
nature, and took no precautions. The *Pascal*
reports the foundering of many junks close to
her. Saigon was without light for many hours,
and owing to the number of broken lamps is
still only partially lighted. Hundred of An-
namites were killed, either drowned or crushed
to death. The losses are not irreparable, but it
will probably mean a year or two of misery for
the stricken provinces. The cyclone described
a semicircle in 12 hours. Its centre passed
Cape St. Jacques, Gocong Myho, and Vinh-
long, and reached as far as Phnom-penh—
Echo de China.MR. CHOO CHEN KHAU, who has been the
first and only miner in the F.M.S. to introduce
blondie, and use it in his mines at Sungai
Best, is, says the *Times of Malaya*, about to
make another innovation shortly in the shape
of an endless wire rope, which, it is believed,
has not yet been used in the mines of the
Malay Peninsula. His machinery consists of
3 engines, 1 blonnie and 2 puddlers, and he
employs the small number of 30 men to work
them. The work turned from these 'labours'
having appliance equals that of 700 men work-
ing on primitive methods.

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a
want of proper nourishment and enough of it.
Now-a-days they call this condition by the
learned name of Anemia. But words change
no facts. There are thousands of girls of this
kind anywhere between childhood and young
ladyhood. Disease finds most of its victims
among them. They are too weak and frail to
resist. Some of them are passing through the
mysterious changes which lead up to maturity
and need especial watchfulness and care. Alas,
how many break down at this critical period;
the story of such losses is the saddest in the
history of home. The proper treatment might
have saved most of these household treasures,
if the mothers had only known of

WAMPOLE'S PREPARATION

and given it to their daughters, they would have
grown to be strong and healthy women. It is
palatable as honey and contains all the nutritive
and curative properties of Pure Cod Liver Oil,
extracted by us from fresh cod livers, combined
with the Compound Syrup of Hypophosphites
and the Extracts of Malt and Wild Cherry. In
building up pale, puny, emaciated children,
particularly those troubled with Anemia,
Scrofula, Rickets, and Bone and Blood diseases,
nothing equals it; its tonic qualities are of the
highest order. A Medical Institution says:
"We have used your preparation in treating
children for coughs, colds and inflammation;
its application has never failed us in any case,
even the most aggravated bordering on
pneumonia. The children like it, and it builds
up their bodies; many little children owe their
lives to it."—The more it is used the less will
be the ravages of disease from infancy to old
age. It is both a food and a medicine,—
modern, scientific, and effective from the first
dose. It never deceives or disappoints, and is
the medicinal triumph of our time. "There is
no doubt about it." Sold by chemists.THE
ROBINSON
PIANO
CO., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY
FINE
SAMPLES
OF
UPRIGHT PIANOSRACHALS,
STUART,
&c., &c., &c.— AND —
BABY-GRANDS,
BY
WINKELMANN,
(Established 1837).They are only 5 FEET LONG, occupy-
ing the space of a Cottage, but with
the fine appearance and TONE OF A

FULL GRAND.

Hongkong, 13th May, 1904. [39]

Masonic.

ZETLAND LODGE,
No. 125, E.C.A REGULAR MEETING OF ZETLAND
LODGE will be held at the FREE-
MASON'S HALL, Zetland Street, TO-MORROW,
the 1st June, at 8.30 for 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.

Hongkong, 31st May, 1904. [664]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN AND CHINESE RISKS at
CURRENT RATES.SIEMSEN & Co.
(Hongkong, 31st May, 1904. [61])

Intimations.

NOTICE OF REMOVAL.

THE OFFICES of the Undersigned have
this day been REMOVED from No. 36,
QUEEN'S ROAD CENTRAL to ALEXANDRA
BUILDINGS.EWENS & HARSTON,
Solicitors.

Hongkong, 30th May, 1904. [667]

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S .

PAVABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines

of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS—2, ICE HOUSE ROAD,

W. STUART HARRISON,

A.M.I.C.E.,
Manager.

Hongkong, 12th April, 1904. [61]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crews of the following Vessel during her
stay in Hongkong Harbour:
TRONGATE, British barque, A. Hutton, Master.

For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,
THE PEAK.Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 20th May, 1904. [641]

FOR SALE.

STEAM LAUNCHES, New or Second-
hand.
For Particulars, apply to
RITCHIE & Co.,
30, Des Voeux Road.
Hongkong, 17th May, 1904. [627]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—*Telegraph*, HongkongTHE leading English Newspaper in China
Also widely circulated in Japan, Cochinchina,
Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.Special attention given to effectively display-
ing advertisements.The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISING RATES.

(per inch.)

One week.....\$ 2.50
One month.....7.00
Two months.....13.00
Three ".....20.00
Six ".....37.50
Twelve ".....75.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....5 per cent.
6 ".....10 "
12 ".....25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap atTHE HONGKONG TELEGRAPH
OFFICE.Estimates given for all classes of work on
application toTHE MANAGER,
HONGKONG TELEGRAPH CO., LD.

TELEGRAMS.

(Reuters.)

Brigandage in Morocco.

LONDON, 29th May.

The Moorish bandit Raisuli has captured an American named Perdecaris and an Englishman named Varley in the vicinity of Tangier. The United States have refused to agree to terms for ransom and have ordered seven warships belonging to the South Atlantic and European Squadrons now at Teneriffe and the Azores, to proceed to Tangier.

The British Press on the Japanese Victory.

The Japanese victory at Kinchau is hailed by the London Press as establishing an even stronger claim than the Yalu victory to superiority on land as well as on sea, since the Russians at Kinchau had ample time to prepare the defences. The *Daily Telegraph* says the victory is one of the most perfect examples possible of how fighting ought to be conducted, and of qualities which go to make an almost ideal Army. The Japanese soldier is the compeer of the proudest European soldiery. The *Standard* says the valour of the Japanese soldiers has again refused to recognize any obstacle as insurmountable.

LATER.

The War.

The Japanese losses at Nanshan are now estimated at 3,500. The Russian guns captured exceed seventy.

The Japanese hope to be able to storm Port Arthur within a fortnight. They realize that their loss will be most severe, but consider it is better than keeping a large army idle for three months.

(Hawaii Cablegrams)

Mount Pelee.

Washington, 27th May.

There are indications of another great eruption at Mount Pelee in the island of Martinique. Several very heavy explosions have occurred and considerable quantities of rock and lava have been ejected. So far no lives have been lost but the inhabitants are fleeing in terror, most of them taking refuge on the ships now in the harbour.

RAILROADS IN THE PHILIPPINES.

The House of Representatives has passed a bill supplementary to the Philippine act, one important feature of which is the granting of power to the Philippine Commission to guarantee interest on money invested in Philippine railroads up to a certain limit. The incidents attending the passage of the act indicate very well the difficulty, forcibly described by Montesquieu more than 200 years ago, sure to be experienced by a republic in the government of dependencies. The proposition was a purely business matter. The islands must have railroads. They cannot get them without either guaranteeing interest on money invested in them under Government supervision, or granting "concessions" for long periods upon terms which will permit investors to exploit the country. Capital must have either interest or it will lie idle. Nobody can foresee how long it will be before Philippine railroads will earn revenue. Too many contingencies have to be considered to make any financial forecast possible, and in one form or another the people of the islands must pay for the risk or go without railroads. The Commission and the Administration are of the opinion that it will be cheapest and best to pay for the risk in the form of a guaranty of interest, with accompanying government supervision of investment.

There is perhaps not another important country in the world whose national legislature would not consider so simple a business proposition on its merits, but in the present degraded condition of the Democratic party it cannot be permitted to pass without becoming the subject of dirty political attack. The people of the United States are bound by all the obligations which can be supposed to influence decent men to give to the Filipinos the best possible form of government and the best possible administration. If there be one subject of legislation which should be sacred from partisan treatment it is legislation in regard to the Philippines. The Democrats Congress, however, are so destitute of patriotism that they will not forbear to impede and cloud legislation by attacks on the motives and character of the men who are charged with the government of the islands. They must declare that the object of the proposed law is to make an opening for corruption in its execution. And yet the Governor of the Philippines is a Democrat, whose capacity and integrity no Republican disputes, and the character of all the Philippine Commissions has been of the highest that the Nation can produce.

The only way by which insular affairs can be prevented from demoralizing our own home politics is to place the islands in the same position with our other territories and to grant local self-government as fast as the character of the people will permit.

THE Japanese soldier is described by M. Pichon as a man with muscles like whipcord, a sure shot, having an eye for landmarks and a splendid memory for locality. Moreover, he has wonderful endurance, can do with three hours' sleep out of the twenty-four, is clean in his habits, attends conscientiously to sanitary instruction, is ardently patriotic, and cost the state only 9 cents per day. He never grumbles at hardships and is always ready to attempt the most desperate service.

SPORT IN HONGKONG.

THE V.R.C. ANNUAL MEETING

Speaking at the annual meeting of members of the Victoria Recreation Club last evening, the Chairman (Mr. A. Chapman) said it was refreshing to note the interest taken in rowing last season, although he felt that members had had too many jinks in the fire—entered into many engagements in different branches of sport. He strongly recommended a couple of representative crews be got together early, and exercise some unselfishness in giving up part of their other amusements, and devote more time to training together in the boats to uphold the honour of the old V.R.C. It is a matter for regret, he said, that their crews were again unsuccessful in the inter-club events at the last regatta, but the committee hoped a special effort would be made at the next meeting to regain some of the lost laurels. Those who were best able to judge said that that could only be attained by a keen esprit de corps; petty jealousies must be set aside, and better attention given to practice. Continuing, he said:—Everyone connected with the club must have been very pleased to see the great interest taken by the public in our aquatic entertainments last season, and particularly gratifying was it to observe the large numbers of ladies who graced our meetings with their attendance. I have no doubt the new committee will this year be able to present equally attractive programmes. The Gymnasium Sub-committee are disappointed that the appliances provided by them have not been availed of better. Lately some members expressed a desire to have the benefit of a regular instructor, but the efforts of the committee in this direction fell through for want of support. Perhaps at the commencement of the next cool season classes may be arranged, when it is hoped members will take full advantage of them. The bar account shows a good result. The balance-sheet, on the whole, I think, may be considered fairly satisfactory; true, the working account does not show up too well, but you will perhaps have noticed it has suffered through extraordinary expenditure for making good damage by typhoon. These repairs necessitated 1500 being withdrawn from the typhoon fund, and the hon. treasurer recommends that that amount be now transferred from the bar account to the credit of the typhoon fund to bring it back to the position in which it stood at the beginning of last year. I may say that the retiring committee concur in the recommendation. The item, "Loss on Regatta, \$15.8," is due to some misunderstanding in the supply of refreshments, which is not at all likely to occur again. I do not think I need say anything further regarding the accounts, but the treasurer will be able and pleased to answer any questions members may wish to ask. You will have seen from the slip circulated with the printed report that the committee have recommended a proposal, which will be put to this meeting, that the annual subscription be increased from \$10 to \$15, and in view of the heavy expenditure that is before the club in the near future, I am sure members will agree that this step is expedient. The committee have welcomed evidence of a strong and very proper desire on the part of younger members—that is, the active members—to be permitted more voice in the conduct of the affairs of the club, and to meet this, have framed an amendment to the bye-laws, which you have seen, and which, if carried, will give your new general committee power to appoint members outside of such committee to serve on the various sub-committees. The intention is that all members of sub-committees shall attend meetings of the general committee. I now come to the subject you are most anxious to hear about—the new site; and no doubt you had hoped the committee would have been in a position to lay before you some definite proposal at this meeting. Unfortunately, that time has not yet come, neither is the matter ripe for discussion here. All I can say is that we have been informed that, so far as the Admiralty works authorities are concerned, the site will be ready to be handed over in September next. Matters are in train for discussion of a settlement of the questions in connection with the new site, but it would be inadvisable, in the present state of affairs, to discuss the matter in any way at this meeting. I assure you your committee have devoted much time and earnest deliberation to this question, and I am sure the new committee will not fail to give the subject their very best attention, and as soon as they are in a position to formulate a definite scheme the whole matter will be laid before you at a special general meeting. Before proposing the adoption of the report and accounts, I will be pleased to answer any questions to the best of my ability.

There being no questions asked, the Chairman proposed, Mr. F. Lammett seconded, and it was agreed, that the report and statement of accounts as printed and circulated be passed.

OFFICERS.

Mr. E. W. Mitchell proposed, Mr. J. R. Michael seconded, and it was agreed, that Mr. A. Chapman be re-elected Chairman.

Mr. Frank White proposed that Mr. Frank Lammett be elected Hon. Secretary. Mr. C. W. Silas seconded.

Mr. J. Oxberry proposed that Mr. Harold Austen be asked to carry on as Hon. Secretary. Mr. T. C. Waby seconded.

As a result of the ballot Mr. Austen was elected.

Mr. S. A. Seth proposed that Mr. R. B. Mitchell be asked to continue as Hon. Treasurer.

Mr. L. G. d'Almada e Castro seconded. Carried.

The following members were elected, by ballot, on the General Committee:—Messrs. W. A. Armstrong, W. G. Bailey, G. A. Caldwell, E. M. Hazeland, C. H. Grace, W. G. Humphreys, Thos. Meek, E. W. Mitchell, and A. Rodger.

The following members were elected on the Balloting Committee:—Messrs. C. E. A. Hance, J. H. R. Hanco, R. Henderson, H. A. Lam-

met, A. P. Nobbs, S. A. Seth, A. Humphreys, F. Lammett, F. W. White, and M. McIver. Messrs. Frank White and Frank Lammett resigned.

The Chairman then nominated Mr. R. C. Wittell as a member of the balloting committee.

RULES.

The Chairman proposed that Rule 20a should be altered to read:—The General Committee shall have power to appoint such Sub-Committee as they think proper from the Members of the Club, but one Member of the General Committee at least shall serve on each such Sub-Committee.

Mr. M. E. Asger seconded, and it was carried.

The Chairman proposed that Rule 12 be altered to read as follows:—The Subscription for Resident Members shall be Fifteen Dollars per annum, payable prior to the 31st March, and for non-Resident Members the Subscription shall be at the rate of Two Dollars per month, payable in advance while in Hongkong. Mr. C. D. Silas seconded and it was carried. Mr. W. G. Humphreys proposed a vote of thanks to the Chairman. (Applause.)

MILITARY ASPECTS OF THE TRANS-SIBERIAN RAILWAY.

A very interesting article under the above heading appears in the *Scientific American*. It gives at once a history of the great undertaking and an idea of its value to the Russians in the present war. The writer says that although the Trans-Siberian Railway is just now the most valuable asset of the Russian Government in prosecuting its war with Japan, this vast system was not originally planned for military purposes—not, at least, if we are to believe the original proclamation or "rescript" of the Emperor Alexander in which the construction of the road was authorised. It is given herewith, and the reader may judge for himself. This rescript is dated the 14th of May, 1891, and was received by the Grand Duke Tsesarevich on his landing in that year from an important tour of inspection of the Far Eastern countries. "Having given the order to build a continuous line of railway across Siberia, which is in unite the rich Siberian provinces with the railway system of the interior, I entrust to you to declare my will upon your entering the Russian dominions, after your inspection of the foreign countries of the Far East. At the same time I wish you to lay the first stone at Vladivostok for the construction of the Ussuri line forming part of the Siberian Railway. . . . Your participation in the achievement of this work will be a testimony of my ardent desire to facilitate communications between Siberia and the other countries of the empire, and to manifest my extreme anxiety to secure the peaceful prosperity of this country.—Alexander."

Thus was inaugurated a railroad which, in point of continuous distance covered, is altogether without a parallel even among the large railroads of the United States. It had been under advisement and more or less an object of solicitude on the part of the Russian Government for a third of a century past. Actual construction was commenced on the 19th of May, 1891, when the Grand Duke Tsesarevich filled a barrow with soil and emptied it on the railroad embankment.

The longest continuous line on the North American continent is the Canadian Pacific Railway, whose main line from Montreal to Victoria has a total length of 1,992 miles. The line of the Siberian Railway from Cheliabinsk to Vladivostok measures 4,776 miles. The branch from Harbin to Port Arthur measures 1,273 miles, so that the main line system, independently of its feeders, covers over 6,000 miles of track. From Vladivostok to St. Petersburg is about 6,700 miles, and from Port Arthur to the various harbours of the North Sea is about 6,900 miles by the nearest route.

The road may be divided into six sections. The first or western section extends from Cheliabinsk, which is on the European frontier, to Pochitanka, a distance of 1,080 miles. It runs for about 900 miles over a highland plateau that is practically level. For over 600 miles it traverses an excellent agricultural country, while 300 miles west of Tomsk the line is laid through a good stock-raising district. The central division extends from Tomsk to Irkutsk, through upland country, whose climate and soil are both unsuitable for agricultural settlements. The third section includes Lake Baikal and in this section the road reaches its utmost elevation, from which it drops to the Pacific slope, running through country rich in minerals, from which some \$15,000,000 worth of gold is annually exported. The fourth section is that of the Amur, which extends towards the Pacific for a distance of 1,600 miles. This is the district which gives the greatest promise of future agricultural development. It is richly timbered and contains large sections of alluvial land and is favoured with a more temperate climate. Then follows the Ussuri section, which extends to Vladivostok, on the Pacific, running through a hilly country suitable for agriculture and stock-raising, and containing an excellent bituminous coal. The branch through Manchuria from Harbin to Port Arthur is laid through a thickly-settled farming country. Although much of the country travelled by the Siberian road is inhospitable and barren, a competent authority has estimated that the valuable territory tributary to this great system that will be suitable for agriculture is equal to the combined area of Germany, Austria, Belgium, the Netherlands, and Denmark, an area that, when once populated, will be fully capable of sustaining the railway out of local traffic alone. The only stretch of country which must be regarded, from the standpoint of railroad operation, as altogether unpromising is the 1,500 miles extending from Tomsk to the head waters of the Amur.

It is as a military road, however, that the Siberian enterprise is just now vested with its chief interest. There is a popular belief, which seems to have grown by the relaying thereof,

that the road has been hastily and wretchedly built, and that under the severe strain of the war, it will be subject to continual breakdown, and probably fail to perform the military duties for which it was supposed to have been built. This impression (says the journal quoted) we do not at all share. In many respects the road is built in accordance with modern ideas and with structures that are well up to the very latest railroad practice. In the first place, the construction of the Siberian Railroad has been under the care of Prince Khilkoff, who was for several years a resident of the United States, and who acquired a thoroughly practical knowledge of the construction and operation of American railroads. Consequently, it is fair to assume that the Siberian road has been built on carefully-considered and well-ordered plans, and that if there has been economy it has been of a judicious kind and exercised under the restraining hand of Prince Khilkoff, who is thoroughly familiar with roads of the same type in the United States, that have been built under the same restrictions of economy as this Siberian enterprise.

As a matter of fact, the road corresponds very closely to a pioneer American trans-continental system. It is single track, and built for the comparatively light loads and engines which characterise a new railroad through an undeveloped country. In some respects it is considerably better built than were our own early Western railroads, as is shown by the invariable use of stone piers and abutments, masonry culverts, and steel superstructures.

The weakest point in the construction of the line is, or rather was, the very light rail that was used. The first 600 miles from Cheliabinsk was laid with rail that weighed but 54 pounds to the yard. This was found to be too light for the trains, and a heavier section, more suited to modern rolling stock, was adopted and has been laid over a majority of the road. The gauge is the standard 5-foot gauge of all Russian roads. The road is hampered by want of sufficient sidings at the stations. On the stretch of road from the European frontier to Lake Baikal, the track is laid over country that permits of long tangents. Thus for a continuous stretch of 880 miles in the western section, from Cheliabinsk to Pochitanka, the road is so straight that its total distance exceeds an air line by merely 24 per cent, and in this division there are three stretches of absolutely straight line, one of which is 50, another 62, and another 86 miles in length.

The most troublesome portion of the line is the section that includes Lake Baikal, which lies in an exceedingly mountainous and rough country. For the present, freight and passengers are disembarked at the western end of Lake Baikal and ferried across to the terminus of the eastern end. When the location of the line was made, it was found that the work of such magnitude would consume so much time that it would be impossible to await its completion. In about eighteen months' or two years' time from now it is expected that this circum-Baikal route, as it is called, will be finished. The country is extremely difficult, and we are assured by one who has been over the route and is very familiar with it, that it is even more difficult of construction than the heaviest stretches of work on the Colorado Midland road in America. This location is so mountainous and precipitous that it is called by the Russians themselves the Switzerland of Siberia.

The impression that the Siberian road is poorly built and is liable to break down under the stress of military service is based upon the early condition of the line, before the heavier steel was laid and time had been given for ballasting and bringing up to standard such portions of the lines as were hastily laid in the endeavour to get line pushed through to completion. An enormous amount of filling in and ballasting has been accomplished during the past year, and to-day the road is equal to taking care of trains and locomotives of the kind that have been supplied to the line. One advantage which this line has over some of our pioneer Western roads is that the Russians have made very free use of embankments, preferring these to the more hastily-built and less permanent pile trestles, which form such a conspicuous feature of our own Western roads. The earth of such embankment, once made, requires very little subsequent care, and consequently the great amount of time spent in maintaining ordinary trestle construction will be saved on the trans-Siberian road. The same is true of the culverts and piers which, as we have said, are practically all of good masonry.

We think, however, that it would have been a wiser policy if the engineers had adopted a better class of track tie. Many of the ties consist merely of soft-wood trees cut to length and split in two. These are laid with the flat face down and a notch is added in each to receive the rails. The weak features of this type of tie are that it presents but small bearing surface for the base of the rail, which quickly cuts down into tie, and also it is liable to rot out quicker than the square tie that is hewed on opposite faces.

Probably it will be found, as the war proceeds, that one of the elements of weakness in the line, for operation purposes, is that the sidings are not of sufficient length. These, however, can readily be lengthened so as to accommodate several trains at a time, and with ample provision of this kind the road should be able to land at the seat of war a minimum of 800 troops a day with their supplies of food, ammunition, etc., and it might be able by excellent management and good luck in the matter of break-downs to place as many as 1,200 troops a day at the front. We are informed by an eye-witness, who has just arrived from Lake Baikal, that 1,000 troops a day were being transported during the latter part of February, and it is likely that the lengthening of the sidings that is now going on coupled with the experience that is being gained, will enable Russia to place troops at the front during the summer months at the rate of from 30,000 to 40,000 a month.

THE HEALTH OF THE COLONY.

Returns for the twenty-four hours ending to-day at noon show that six cases of plague (all Chinese) have occurred in the Colony. All were fatal.

REPORTED NAVAL CONFERENCE.

It is ascertained that shortly before Admiral Cooper left for Hongkong he received lengthy instructions from Washington concerning the future movements of the vessels of the United States Asiatic fleet.

A prominent official here, says the *Manila Cablenews*, when asked his opinion as to the cause which induced the Washington Government to order the entire Asiatic fleet to Hongkong, expressed himself to-day as follows:—"When Secretary Hay proposed to the Powers to jointly guarantee the integrity of China and asked the belligerents to exclude her territory as much as possible from the zone of military operations, favourable replies were received from all the Powers, even from Japan and Russia. But the expressions of the St. Petersburg Government were accepted with scepticism at the time and the investment of the Chinese provinces since by Russian troops shows that the Bear's designs in this matter were anticipated by the American Government."

"It is an open secret that this policy on the part of the American Government is backed by one not more of the great powers that stand pledged to uphold this policy by force if necessary. We are all aware that Russia has openly broken faith with the powers by thus invading Chinese territory outside of what she held of Manchuria, and right there are the causes by which the future movements of the United States Asiatic fleet are likely to be decided."

Washington orders the entire fleet to Hongkong, and it is rumoured in official circles that Admiral Cooper will confer with the representative officials of the British admiralty there. It is further believed that a programme will be mapped out which will be enacted jointly by American and British war-ships now on the Asiatic station. When asked to express himself more directly as to what sort of programme would likely be enacted, this official again expressed himself saying, "In all likelihood Admiral Bridge on His Majesty's battleship *Glory* commanding His Majesty's ships on this station, and Rear Admiral Cooper, commander in chief of the United States naval forces, will in the near future proceed north and cruise along the Siberian coast, lie off Vladivostok for awhile, then return to Hongkong. Such a joint manoeuvre at this critical time will be up to the Tzar to speedily withdraw his soldiers from the forbidden Chinese territory or have America and England arrayed against him. But just how far the Tzar will go in his present course is a matter for conjecture, and if such a move is made by America and England as just mentioned, the peace of the world will depend upon the outcome."

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

Indo-Chinas	119 5/8
China Sugars	161 3/4
Green Islands	28 3/4

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	109 1/2
Do. Demand	109 1/2
Do. 4 months' sight	109 1/2
France—Bank T.T.	226
America—Bank T.T.	143 1/2
Germany—Bank T.T.	181
India T.T.	134 1/2
Do. Demand	135
Shanghai—Bank T.T.	88 1/2
Japan—Bank T.T.	88 1/2
Singapore—Bank T.T.	Nomin.
Java—Bank T.T.	108 1/2

Buying.

3 months' sight L/C	110
6 months' sight L/C	110 1/2
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	110 1/2
4 months' sight France	230
6 months' sight	231 1/2
4 months' sight Germany	188 1/2
Bar Silver	25 1/2
Bank of England rate	25 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	950/980
" Old	1,050/1,100
" Older	1,140/1,200
" Oldest	1,240/1,280
Patna New	1,250
" Old	1,260
Bengales New	1,230
" Old	1,230
Persian (Paper)	900/940

To-day's Advertisements.

THE CHINA LIGHT & POWER COMPANY, LIMITED.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's Office, No. 14, Des Vaux Road, Victoria, on THURSDAY, 9th June, 1904, at 11.30 A.M. for the purpose of receiving Statement of Account and the Report of the General Managers for the year ending 29th February, 1904, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on Monday, 6th, to Thursday, 9th June, both days inclusive.

SHEWAN, TOMES & Co., General Managers.
Hongkong, 31st May, 1904. [672]

NOTICE.

MADAME FLINT & Co. beg to notify their clients that they have secured more commodious premises, (No. 4, DES VEAUX ROAD, next door to the HONGKONG BANK) and will move therein this week. During this period they will be compelled to close business, but the appointments made with ladies for Dresses will be kept at the old address, CONNAUGHT HOTEL.

Hongkong, 31st May, 1904. [673]

AMERICAN PACIFIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship "RAS ISSA" will be despatched for the above Port on THURSDAY, the 2nd June, at 4 P.M.

For Freight, apply to SHEWAN, TOMES & Co., General Agents.
Hongkong, 31st May, 1904. [674]

JAVA-CHINA-JAPAN LYN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAJA AND MACASSAR, (Taking Cargo at through rates to all Ports in Netherlands India).

THE Company's Steamship

"TJILATJAP" Captain Koops, will be despatched as above on TUESDAY, the 7th of June, P.M.

For information as to Passage and Freight, apply to THE HEAD AGENCY of the Java-China-Japan LYN, Alexandra Buildings.
Hongkong, 31st May, 1904. [675]

Intimations.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS

By Appointment to

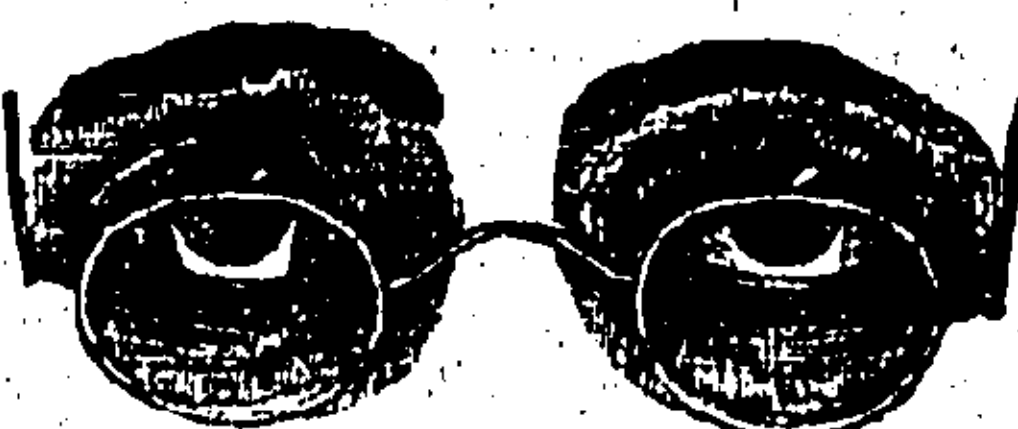
H.M. THE KING

and

H.R.H. the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO, Queen's Road Central. [F]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1904.

Shipping—Steamers.
OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW AND LIVERPOOL	"DIOMED"	On 1st June.
GLASGOW AND LIVERPOOL	"NESTOR"	On 11th June.
GLASGOW AND LIVERPOOL	"STENTOR"	On 13th June.
GLASGOW AND LIVERPOOL	"KINTUCK"	On 17th June.
GLASGOW AND LIVERPOOL	"KEEMUN"	On 25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"DEUCALION"	On 7th June.
GENOA, MARSEILLES & L'POOL	"TEENKAI"	On 15th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.
LONDON & ANTWERP	"YANGTSE"	On 5th July.
LONDON & ANTWERP	"KINTUCK"	On 19th July.
GENOA, MARSEILLES & L'POOL	"KEEMUN"	On 25th July.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, NAGASAKI, KOBE and YOKOHAMA.	"STENTOR"	On 15th June.

S.S. "NINGHOW" left Victoria, B.C., for Japan and Hongkong on 14th inst.
S.S. "HYSON" is expected to leave Victoria, B.C., for Japan and Hongkong on 10th June.
For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 30th May, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOCHOW"	To-morrow, p.m.
MANILA	"TAMING"	2nd June.
CEBU and ILOILO	"KATONG"	3rd "
SHANGHAI	"WHAMPOA"	4th "
SWATOW, CHEFOO and TIENSIN	"CHIEH"	5th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	6th "
KOBE	"CHINGTU"	16th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
M.B.—RED 'C'D SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT)
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 31st May, 1904.

Hongkong—Manila.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 4th June, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 11th June, at 10 A.M.
PERLA	1980	A. H. Nottley	"	"

For Freight or Passage, apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 31st May, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schmidt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th, "
"NICOMEDIA"	4,370	Wagner	August 14th, "
"ARABIA"	4,483	Bable	September 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, General Agent.
15

HONGKONG-MACAO LINE.
S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

HONGKONG-CANTON LINE.
THE British Steamship
"YING KING,"
Capt. Wm. Robison, of 1,088 tons, Registered, is the newest, fastest, and most luxurious furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class	2nd Class	3rd Class
\$3.00 for Single Journey.	"	"
"	1.50	"
"	"	1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

Shipping—Steamers.
CHINA NAVIGATION COMPANY, LIMITED.
AUSTRALIAN LINE.
REDUCTION IN PASSAGE RATES, From 1st January, 1904.
ALSO REDUCED FARES TO MANILA AND RETURN.
STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.
J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.
THE Commodious Steamer
"PAUL BEAU,"
Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.
The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.
The Saloon is under European Supervision.
First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese80
Deck30
The Company's Wharf is at the end of Queen Street, Praya West.
For further Particulars, apply to
J. LANDOLT, Agent.
THE PHARMACY, Queen's Road Central
Hongkong, 23rd March, 1904. [222]

STEAM TO CANTON.
THE New Twin Screw Steamers
Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WAI KEE.
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904. [17]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LOONGSANG,"
Captain G. S. Weigall, will be despatched as above on FRIDAY, the 3rd June, at 4 P.M.
This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 30th May, 1904. [669]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"SATSUMA"	5th June.
"RICHMOND CASTLE"	24th "
"ST. FILLANS"	30th "
"LOWTHER CASTLE"	31st July.

For Freight and further information, apply to
DODWELL & Co., LIMITED, Agents.
Hongkong, 31st May, 1904.

"SHIRE" LINE OF STEAMERS.
FOR MARSEILLES, LONDON AND ANTWERP.
THE Company's Steamship
"MONMOUTHSHIRE,"
Captain H. N. Vyvyan, will be despatched for the above Ports on or about WEDNESDAY, the 8th June.
This Steamer has Superior Accommodation for Saloon Passengers.
For Freight or Passage, apply to
J. G. FROG, General Manager.
Hongkong, 31st May, 1904. [669]

HONGKONG METEOROLOGICAL SIGNALS.
A NEW CODE.
We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the lime-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—
A cone point upwards indicates a typhoon to the North of the Colony.
A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.
A drum indicates a typhoon to the East of the Colony.
A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.
A cone point downwards indicates a typhoon to the South of the Colony.
A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.
A ball indicates a typhoon to the West of the Colony.
A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.
Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.
Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.
The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.
Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.
Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.
The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.
The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.
Notice boards are placed at:—
Joint Cable Companies' Office.
Ferry Company's Pier, Ice House Street.
Blake Pier.
Post Office.
Harbour Office.
Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.
Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.
Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FROG, General Manager.

HONGKONG AVERAGE MARKET PRICES.
Corrected 14th May, 1904. per \$ Mex.

BUTCHERMEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	14
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chung	16
Bullock's Brains—Know	per set
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	14
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	each
" Tail—Ngau Mei	each
" Liver—Ngau Con	each
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai-tau-keok	set
Mutton Chop—Yeung Pai Kw	each
" Leg—Yeung Pei	each
" Shoulder—Yeung Shau	each
Pigs' Chitlings—Chi cheong	each
" Brains—Chi Know	per set
" Feet—Chi Kerk	each
" Fry—Chi Chak	each
" Head—Chi Tau	each
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	pair
" Liver—Chi Kon	each
Pork Chop—Chi Pai Kwat	each
" Corned—Ham Chu Yuk	each
" Leg—Chu Pei	each
" Fat or Lard—Chu Yau	each
Sheep's Head and Feet—Yeung Tau	each
" Keok	set
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	each
" Liver—Yeung Con	each
Sucking Pigs, To Order—Chu Chai	each
Suet, Beef—Sung Ngau Yau	each
" Mutton—Sung Yeung Yau	each
Vent—Ngau Chai Yuk	each
" Sausages—Ngau Chai Yuk Tong	each

POULTRY.

Chicken—Kai Chai	each
Capons, Large, Small—Sin Kai	each
Ducks—Ap	each
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	each
" Hainan—Hoi Nam Kai	each
Geese—Ngoi	each
Geese, Wild Shanghai—Sheung Hoi Ye	each
Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	each
Partridge—Che Khoo	each
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	each
Quail—Um-Chun	each
Rice Birds—Wo Fa Cheuk	dozen
Snap—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	each
" Hen—Na	each
Wild Ducks, Shanghai, Sul-ap	pair
Teal, Shanghai, Sul-ap Chai	each
Wild Ducks Canton—Sung Shing Sui	each
Apea	per pair

FISH.

Barbel—Ka Yu	each
Bream—Bin Yu	each
Canton Fresh Water Fish—Hoi Sin Yu	each
Carp—Li Yu	each
Catfish—Chik Yu	each
Codfish—Mun Yu	each
Crabs—Hai	each
Cuttle Fish—Muk Yu	each
Dab—Sa Mang Yu	each
Dace—Wong Mei Lun	each
Dog Fish—Tit Yu Sa	each
Eels, Congor—Hoi Man Yu	each
" Fresh water—Tam Sui Yu	each
" Yellow—Wong Sin	each
Frogs—Tien Kai	each
Garoupa—Sek Pan	each
Gudgeon—Pak Kup Yu	each
Herrings—Tao Pak	each
Halibut—Cheung Kwan Yu	each
Labrus—Wong Fa Yu	each
Loach—Wu Yu	each
Lobsters—Lung Ha	each
Mackerel—Chi Yu	each
Monk Fish—Mon Yu	each
Mullet—Chai Yu	each
Oysters—Sung Hoo	each
Parrotfish—Kai Kung Yu	each
Perch—Tau Loo	each
Pike—Fa Paw Foong	each
Plaice—Pan Yu	each
Pomfret, Black—Hak Chong	each
Pomfret, White—Pak Chong	each

PRICES.

Prawns—Ming Ha	each
Ray—Pei Pa Sa	each
Rock Fish—Sek Kai Fung	each
Roach—Chun Yu	each
Salmon, (Cton), fresh water—Ma Yau Yu	each
Shark—Sa Yu	each
Skate—Po Yu	each
Shrimps—Ha	each
Snapper—Lap Yu	each
Soles—Tat Sa Yu	each
Tench—Wan Yu	each
Turbot—Cho Hoi Yu	each
Turtles, small, fresh water—Keok Yu	each
White Bait—Ngau Yu Chai	each

FRUITS.

Almond—Hung Yan	each
Apples, (California)—Kam San Ping	each
" Ko	each
" (Chafoo)—Tin Chun Ping	each
" Ko	each
" Small—Hoi Tong	each
" Custard—Fai Lai Chi	each
Bananas, fragrant, Canton—Sung Sheng	each
" Hoiy Chiu	each
" (bridges), Macao—San Heung Chiu	each
Chestnuts, Chinese—Fong Lut	each
Carambola—Yeung Tou	each
Cocoanuts—Yeh Tsz	each
Grapes—Sin Tai Tsz	each
Lemons, China—Ning Moong	each
" Amer.—Kum San Ning Moong	each
Lichees, Dried—Lai Chi Con	each
" Fresh, Lai Chi	each
Limes, (Saigon)—Sai Kung Ning	each
" Moong	each
Mango, Manila—Lui Sung Moong	each
Mango, Saigon—Sai Kung Moong	each
Mangosteens, San Chuk Tsz	each
Oranges, (Canton)—Sung Sheng Tim	each
" Chang	each
" Small—Tai Kut	each
" Mandarin—Tim Kut	each
Olives—Pak Lam	each
Pears, (American)—Kam San Shut Li	each
" (Canton), Cooking—Sa Li	each
" (Shanghai)—Sheung Hoi Li	each
Peanuts, Fa Sang	each
Pineapples, 1st quality—Sheung Poon	each
" 2nd and cooking—Chung-tang	each
" Paw-law	each
Platams—Tai Chen	each
Plums, Swatow—Hung Lai	each
Pumelo, Siam—Chim Lo Yau	each
Walnuts, Hop You	each
" Green—Sung Hop Tuo	each

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah	each
" Chi Chai	each
Beans, (French) Macao—Oh Moon Pin	each
" Tau	each
Beans, (French), Shanghai—Sheung Hoi	each
" Pin Tau	each
Beans, Sprout—Ah Choi	each
Beans Long—Tau Kok	each
Beet Root—Hung Choi Tau	each
Brinjals, Green—Cheng Yuen Ker	each
Brinjals, Red—Hung Ker	each
Brassica—Pak Choi	each
Bamboo Shoots—Chook Shun	each
Cabbage, Chinese, com—Kai Choy	each
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	each
Cane Shoots, bunch—Kau Shun	each
Cauliflower, Large size—Tai Yeh Choi	each
" Fa	each
Cauliflower, Medium size—Cheng Yeh	each
" Choi-fa	each
Cauliflower, Small size—Sai Yeh Choi-fa	each
Carrots—Kam Shun	each
Celery, Chinese—Tong Kan Choy	each
Celery, English—Yeung Kan Choy	each
Celery, White—Pak Young Kan Choy	each
Chilies Dried—Con Lat Chiu	each
" Red—Hung Fa	each
" Green—Cheng Lat Chiu	each
Curry Stuff, English—Ka Lao Choi Liu	each
Cucumbers—Cheng Kwa	each
Bitter Squash—Fu Kwa	each
Garlic—Suen Tau	each
Ginger, young—Sun Tsz Keng	each
" old—Lo Keung	each
Horse Radish, Shanghai—Lik Kai	each
Indian Corn—Suk Mai	each
Lettuce—Yeung Sang Choi	each
Water Chestnuts—Ma Tai	each
" Mandarin—Kwei Lum Ma Tai	each
Mushrooms Fresh—Sung Cho Kho	each
Onions, Bombay—Yeung Chung Tau	each
" Green—Sung Chung	each
" Shai—Sheung Hoi Chung Tau	each
" Japan—Yai Poon	each
Okroes—Mo Ker	each
Parsley, English—Yeung Un Sai	each
Grass Pea	each
Green Peas—Cheng Tau	each
Potatoes, Sweet—Fan Shu	each
" Shanghai—Sheung Hoi Shu	each
" Tai	each
" Japan—Yai Poon Shu Tai	each
" American—Fa Ki	each
" Fochow—Fuk Chau Shu Tai	each
" Macao—Oh Moon	each
Pumpkin—Toong Kwa	each
" Rhish—Hung Lo Pak Tai	each
" Shuhai	each
Shallots—Con Chung Tau	each
" Spingee (Chinese)—Faw Choi	each
Spinach—Yin Choi	each
Tomatoes—Fan Ker	each
Taro—Wu Tau	each
Turnips, Pui-ti (Long)—Low Pak	each
" English—Yeung Low Pak	each
Vegetable Marrow—Chit Kwa	each
Waters Cress—Sai Yeung Choi	each
Calabash—Lai Kok	each
" Lily Roots—Lin Ngau	each
Yams—Tai Shu	each

N. A. JOHNSON, Agent.

Shipping.

Arrivals.

Chitli, Br. s.s., 1,142, G. Hooker, 30th May, Tientsin via Chefoo 25th May, Gen.—B. & S. Co.

Hermiston, Br. s.s., 2,883, Wm. T. Bain, 30th May, New York 7th April, Case Oil.—S. O. S. Co.

Borneo, Ger. s.s., 2,158, E. Muhl, 30th May, Sandakan 26th May, Timber and Gen.—M. & Co.

Chiyen, Ch. s.s., 1,177, Stewart, 30th May, Shanghai 27th May, Gen.—C. M. S. N. Co.

Belgian King, Br. s.s., 2,153, J. Haytor, 30th May, Barry 23rd May, Coals.—D. & Co. Ltd.

Mercedes, Br. s.s., 2,999, G. S. McGregory, 30th May, Wellington and New Zealand 7th May, Coals.—Admiralty.

Loongang, Br. s.s., 1,092, G. S. Weigall, 31st May, Manila 27th May, Gen.—J. M. & Co.

Meebo, Ch. s.s., 1,321, J. Whitlow, 31st May, Canton 30th May, Gen.—C. M. S. N. Co.

Canton, Br. s.s., 1,110, A. Campbell, 31st May, Canton 30th May, Gen.—J. M. & Co.

Nanyang, Ger. s.s., 1,060, E. Hass, 30th May, Chefoo 25th May, Beans and Bean-oil, Chinese.

Hopang, Br. s.s., 1,439, J. M. Hay, 31st May, Nagasaki 26th May, Coal.—J. M. & Co.

Nitadale, Br. s.s., 2,234, John Cameron, 31st May, Moji 25th May, Coal.—B. & S. Co.

Hailan, Fr. s.s., 377, Andersen, 31st May, Hoilow 25th May, Gen. and Pigs.—A. H. M.

Ching Wo, Br. s.s., 3,881, G. H. Parkinson, 31st May, Portland, Or., via Japan Ports 1st May, Gen.—C. S. S. Co.

Helene Rickmers, Ger. s.s., 6,000, G. Warncke, 31st May, Cardiff 19th April, Coals.—Order.

Clearances at the Harbour Office.

An Phu, for Saigon.

Hoi Joo, for Canton.

Hongkong, for West River.

Hopang, for Nagasaki.

Wingchat, for Macao.

Linton, for West River.

Belgian King, for Barry.

Departures.

May 31.

Ernest Simons, for Europe.

Tyr, for Hongkong.

Haichin, for Swatow.

Kunming, for Singapore.

Yuenang, for Manila.

Perla, for Manila.

Strasbourg, for Singapore.

Yangtze, for Shanghai.

Apuride, for Pakhoi.

Chiyen, for Canton.

Chitli, for Canton.

Shipping Report.

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Str. Chiyen from Shanghai:—Left there at 9 a.m. on 27th inst., experienced light variable winds, with clear weather to Hieshan island, thence in arrival strong winds from N.W. to N.E., accompanied with rain.

Str. Borneo from Sandakan:—In the Sulu Sea experienced calm with occasional rain showers, in the China Sea from 12.17 N. calm, with squalls from S.W. and W. from 17.40 to Hongkong heavy rain showers and squall, and S.W. swell, overcast, rough N.E. sea.

Vessels in Port.

Steamers.

Anghin, Ger. s.s., 4,000, Schaffer, 28th May, Bangkok 20th May, R.R.—B. & S.

Candia, Br. s.s., 4,195, H. E. Kitcat, 29th May, London via Singapore 24th May, Gen.—P. & O. S. Co.

Empress of China, Br. s.s., 3,046, E. Beetham, 28th May, 24th May, Vancouver, B.C., 2nd May, and Shanghai 21st, Mails and Gen.—C. P. R. Co.

Hinwang, Br. s.s., 1,576, W. E. Sawyer, 29th May, Hongkong 27th May, Coal.—J. M. & Co.

Gaea, Nor. s.s., 625, H. Dahl, 29th May, Saigon 24th May, Rice-flour.—Wing Sing & Co.

Gaelic, Br. s.s., 2,691, W. Finch, 27th May, San Francisco 26th April, Honolulu 3rd May, Yokohama 17th, Kobe 21st, Nagasaki 22nd and Shanghai 25th, Mails and Gen.—P. & O. S. Co.

Germania, Ger. s.s., 1,714, T. Bruhn, 27th May, Moji 22nd May, Coals.—J. & Co.

Giang Bee, Br. s.s., 1,198, A. Dunlop, 30th May, Palembang 23rd May, Gen.—Heng Seng Chiang.

Gregory Aycar, Br. s.s., 2,940, J. G. O'Brien, 29th May, Calcutta 14th May, via Penang and Singapore 25th, Gen.—D. S. & Co. Ltd.

Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 25th May, Haiphong 21st May, and Hoilow 24th, Gen.—J. & Co.

Kaifong, Br. s.s., 1,024, G. H. Pennefather, 29th May, Manila 25th May, and Amoy 28th, Ballast.—B. & S.

Kohsichang, Ger. s.s., 1,292, T. Spiesen, 27th May, Bangkok 18th May, Rice and Wood.—B. & S.

Macchew, Ger. s.s., 996, Harjes, 28th May, Bangkok 22nd May, Gen.—B. & S.

Macquarie, Br. s.s., 2,703, St. John George, 26th May, Saigon 23rd May, Gen.—G. L. & Co.

Marie Jensen, Ger. s.s., 1,771, H. Bendixen, 21st May, Java Ports 11th May, Sugar.—J. & Co.

Nanshan, Br. s.s., 1,299, E. F. Stovell, 26th May, Kohsichang 19th May, Rice and Meal.—B. & Co.

Plitvire, Aust. s.s., 2,742, J. Hecich, 25th May, Moji 18th May, Coal.—Order.

Progress, Ger. s.s., 689, F. Bremer, 29th May, Hoilow 28th May, Gen.—S. & Co.

Taming, Br. s.s., 1,360, St. J. 27th May, Canton 26th May, Gen.—B. & S.

Tritos, Ger. s.s., 1,033, H. Kraft, 28th May, Swatow 27th May, Gen.—S. & Co.

Unison, Nor. s.s., 761, P. Peterson, 26th May, Penarth 2nd April, Coal.—Order.

Whampoa, Br. s.s., 1,109, Pictuave, 29th May, Shanghai 26th May, Gen.—B. & S.

Zingara, Br. s.s., 2,211, J. Webster, 27th May, Barry 18th May, Coal.—B. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 1,978, J. McBryde 10th May, New York 10th Dec., 1903, Case Oil.—S. O. Co.

Maria Le, Ital. bq., 1,118, D. Urso, 9th April, Fremantle 7th Feb., Sandalwood.—Order.

Odd, Nor. bq., 997, Arnoldsen, 28th May, Hamburg 2nd April, Timber.—S. T. & Co.

Trongate, Br. bq., 919, A. Hutton, 28th May, Fremantle 23rd May, Sandalwood.—Gillman & Co.

Steamers Expected.

May 31.

Ernest Simons, for Europe.

Tyr, for Hongkong.

Haichin, for Swatow.

Kunming, for Singapore.

Yuenang, for Manila.

Perla, for Manila.

Strasbourg, for Singapore.

Yangtze, for Shanghai.

Apuride, for Pakhoi.

Chiyen, for Canton.

Chitli, for Canton.

Per Chitli, from Tientsin, &c.—Mr. and Mrs. Templeton and child.

Per Borneo, from Sandakan.—Messrs. I. A. Ball, G. A. Goss, Lee Thien Su, and 66 Chinese.

Per Loongang, from Manila.—Mrs. Wolfson, Miss Wolfson, Mrs. W. A. Anderson, child and servant, Messrs. J. E. Sloan, W. A. Lauront, E. Spungli, Mrs. T. Samcock, Mrs. H. A. Woodford and baby, Miss B. McLeod, Messrs. H. P. Whitmarsh, S. S. Figueroa, M. Plan, F. Kaufmann, J. P. O'Brien, H. L. Mason, Lu Youn Fan, Governor Clemens, Mr. J. Tarvell, 41 Chinese, and 1 Japanese.

Per Hopang, from Nagasaki.—Mrs. and Miss Calgett.

Str. Chitli from Tientsin:—Light to moderate N.W. winds, and rain.

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Manila—Per Zafiro, 4th June, 9 a.m.

Europe, &c. India, via Futicoria—Per Oldenburg, 4th June, 10.45 a.m.

Europe, &c. India, via Futicoria—Per Simla, 4th June, 11 a.m.

Shanghai—Per Whampoa, 4th June, 3 p.m.

Swatow, Chefoo and Tientsin—Per Chitli, 4th June, 5 p.m.

Canton—Per Fatshan, 5th June, 9 a.m.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Eastern, 6th June, 11 a.m.

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Changsha, 6th June, 3 p.m.

Singapore, Penang and Bombay—Per Capri, 10th June, 11 a.m.

Manila—Per Rubi, 11th June, 9 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 22nd June, 11 a.m.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 31st at 11.15 a.m. The barometer has risen in Japan and fallen slightly at all stations.

Gradients are slight on the China Coast and light variable winds may be expected in the Formosa Channel, and light N.E. winds in the northern part of the China Sea.

A trough-like area of low pressure appears to lie across the middle part of the China Sea, and it is here that the least pressure is found.

Forecast:—Light N.E. winds, cloudy, fine.

CHINA COAST METEOROLOGICAL REGISTER.

May 30th, 1904, a.m.

Bar. Th. Hu. Wind W.

Vladivostok, 7 a.m. — — — —

Nemuro, 6 a.m. 29.80 — — —

Hakodate, 5 a.m. 29.77 — — —

Kochi, 4 a.m. 29.75 — — —

Nagasaki, 3 a.m. 29.87 — — —

Kagoshima, 2 a.m. 29.87 — — —

Oshima, 1 a.m. 29.91 — — —

Naha, 12 a.m. 29.97 — — —

Ishigakijima, 11 a.m. 29.89 — — —

Taihou, 10 a.m. — — — —

Taichu, 9 a.m. — — — —

Tainan, 8 a.m. — — — —

Koshun, 7 a.m. — — — —

Pescadore, 6 a.m. — — — —

Weihaiwei, 5 a.m. 29.82 64 SE 2 0

Guttlaff, 4 a.m. 29.93 67 SSE 3 0

Sharp Peak, 3 a.m. 29.92 69 SE 3 0

Anoy, 2 a.m. 29.98 68 NNE 1 0

Swatow, 1 a.m. 29.87 70 SE 1 0

Canton, 12 a.m. 29.88 70 SE 1 0

Hongkong, 10 a.m. 29.77 71 NE 1 0

Victoria Peak, 9 a.m. 29.93 — — —

Gap Rock, 8 a.m. 29.93 — — —

Taichu, 7 a.m. 29.94 70 NNE 2 cr

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for HATAYI,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA"

Captain F. R. Summers, carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 4th June,
at noon, taking Passengers and Cargo for the
above Ports.

Milk and Valuables, all Cargo for France,
and Tea for London (under arrangement), will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 21st May, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing
Tremont	9,600	T. W. Garlick	June 28
Lyra	4,417	G. V. Williams	Aug. 4
Shammut	9,600	W. M. Smith	Sept. 1
Tremont	9,600	T. W. Garlick	Oct. 1
Shammut	9,600	W. M. Smith	...

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Tremont	9,600	T. W. Garlick	Ab. June 8
Shammut	9,600	W. M. Smith	Ab. Aug. 12

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shammut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 28th May, 1904.

Intimations.



Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and is
general or personal use is thoroughly effective.
It completely disinfects the house in which
it is used, and administered internally for
Cholera, Typhoid Fever, Dysentery, &c.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a strong
antiseptic and deodorant than carbolic acid,
and besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical
faculty for use in hot climates, because of its
fine disinfecting qualities and its fragrance.

Klingzett's Fumigating Candles
supply the safest and most convenient means
of sulphur fumigation. For the disinfection
of infected places, bedding, clothing, &c.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies' and Children's Under-clothing Con-
ditions, Dresses, and all kinds of Embroidery
Materials can be supplied, if required.

Two Superiores will also be most grateful
to supply PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools
who are taught by the Sisters.

Hongkong, issued April, 1894.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"CANDIA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 5th proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 30th May, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"GREGORY AFGAR"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of
the 1st June will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

Bills of Lading will be countersigned by the
undersigned.

No Fire Insurance will be effected.
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 30th May, 1904.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC."

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by TO-DAY, the 31st instant, at 5 P.M.
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.
E. W. TILDEN,
Agent.

Hongkong, 27th May, 1904.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 9 A.M.
TO-MORROW.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 31st instant, at
9.30 A.M.

All Claims must reach us before the 5th of
June, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD.

REUTHERS & CO.,
Agents.

Hongkong, 24th May, 1904.

For Sale.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMP'S
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Notable Oil Bearer
kindly supplied by

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/84 = \$22.994 for half-year ending 31.12.1903	64%	{ \$667 1/2 sellers London 266 \$38 buyers \$10
National Bank of China, Limited.	4,453	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	54%	
Do. (Founders)	750	£1	£1	\$191,973		None		
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	54%	\$550 sellers
China Traders' Insurance Company, Limited	21,000	\$83.33	\$25	\$509,143	Nil.	\$4 for year ended 30.4.1903	64%	\$6 buyers
North China Insurance Company, Limited	15,000	£15	£5	\$784,415	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 65 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$906,872	\$186,284	\$12 for 1902	94%	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,932,131	\$110,551	\$15 for 1902	7%	\$220 sellers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856	\$371,110	\$22 1/2 for 1902	74%	\$310 buyers
China Fire Insurance Company, Limited	10,000	\$100	\$0	\$1,000,000	\$319,047	\$6 dividend & \$1 bonus for 1902	84%	\$85 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000	\$41,538	\$14 for second half-year 1903	10%	\$31 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$633,000	£5.380	10/- for 1902	54%	\$120 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$1,494,400	Dr. \$63,123	\$5 for 1900		\$22 1/2 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil.	\$3 for year ended 30.6.1903	84%	\$35 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$718,500	\$337	{ \$1.20 60 cts. } for year ending 30.4.03	{ 34% 24% }	{ \$13 buyers \$24 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	94%	\$135
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,000,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	34%	26/- sellers
Taku Tug and Lighter Company, Limited	32,000	T.Tls. 50	T.Tls. 50	\$1,000,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	14%	Tls. 35
Shanghai Tug and Lighter Company, Limited.	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 } making Tls. 3 1/2	{ 94% 74% }	{ Tls. 48 sellers Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$160 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,995	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	44%	Tls. 55 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490 ex div.
Ramb Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-		\$7 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 7 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	{ \$6 dividend and \$1 bonus for second } half year 1903	64%	\$215 buyers
S. C. Farman, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7%	Tls. 150 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,732	\$6 for 2nd half year 1903	44%	\$245 sales
Riley Harbours & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	64%	\$195 buyers
Do. (Preference)	3,750	\$100	\$100	\$150,000	\$29,926	\$7 dividend	64%	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,026	\$10 div. & \$2 1/2 bonus for 1903	64%	\$205 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,000	\$28,075	Final of \$2 1/2 making \$5 for 1903	44%	\$112 sellers
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	74%	Tls. 150 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	64%	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$389	\$14 for 1903	44%	Tls. 190 sales
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Final of \$6 making \$12 for 1903	74%	\$159
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	74%	Tls. 109 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7%	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£6.36	Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$6.36	\$2.60 for 1903	74%	\$36 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	6%	\$57 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	74%	\$137 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6%	Tls. 150 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	Tls. 1,496	\$24 for year ended 30.6.30	74%	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 14 for the year ending 31.3.1903	14%	Tls. 14 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$1,989	First year		Tls. 25
Tientsin Hotel, Limited	600	\$20	\$20	none	Dr. \$1,989	\$5 for the year ending 28.2.1903	12 1/2%	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 50
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$300,000	\$99,177	90 cents for 1903	74%	\$124 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31. 0.1903	12 1/2%	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898		Tls. 25 buyers
Lao-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 1/2 a/c 1898 on 5,000 shares		Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 1/2 for 1897		Tls. 470 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,111	{ Final of 60 cents making \$1 for the } year ending 31.7.03	44%	\$142 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,091	Final of Tls. 3 making Tls. 6	10%	Tls. 60 sales
Alhambra, Limited	300	\$20	\$200	Tls. 25,000	\$37	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	7,500	\$10	\$10	\$1,000		First year		\$10
MISCELLANEOUS.								
Green Island Cement Company, Limited	102,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	14 1/2%	\$174 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6%	\$0
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$15,000	\$3,077	Interim of 50 cents for 1903	64%	\$142 sellers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	13 1/2%	\$74 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	84%	\$94 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	74%	\$134 buyers
Hongkong Electric Company, Limited	30,000	\$0	\$5	none	\$3,453	{ 90 cents } for year ending 30.4.1903	{ 64% 6% }	{ \$74 buyers \$150 buyers
Hongkong & China Gas Company, Limited	7,000	£1	£10	£218 5	£7 387	{ 1/2 div. and 3/- bonus for 1902 } making Tls. 3 1/2 for 1903	74%	Tls. 175 buyers
Shanghai Gas Company, Limited	10,656	Tls. 50	Tls. 50	Tls. 108,172	Tls. 7,548	Final of 37/6 making \$26 for 1903	8%	Tls. 385 sales
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 108,172	Tls. 7,548	Final of 37/6 making \$26 for 1903	12 1/2%	T. Tls. 140 sales
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	none	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	12 1/2%	T. Tls. 130 sales
Hall & Holz, Limited	21,000	\$20	\$20	\$186,000	\$13,101	Tls. 2 for half year	12 1/2%	\$28 buyers
Laurie, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	Final of \$7 1/2 making \$34 for 1903	12 1/2%	\$20 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	Final of \$7 1/2 making \$12 for year end 29.2.04	74%	\$120
Geo. Penwick & Co., Limited	4,000	\$25	\$25	\$5,000	\$1,171	\$10 for 1903	74%	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,444	\$3.75 for 1903	74%	\$115 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		Final of \$2 1/2 making \$10 for 1903	74%	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$50	\$30,000	\$3,283	\$20 for year ending 30.11.1903	84%	\$380 sales
Dairy Farm Company, Limited	100,000	\$7 1/2	\$6	\$30,000	\$3,029	\$14 for year ending 31.7.1903	8%	\$14 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$500	\$3 for 1903		\$5 sellers
Bell's Asbestos Eastern Agency, Limited	8,624	12 1/2	12 1/2	none	£106	None	84%	\$104 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	\$4,000	\$110	{ 30 cents } for year ended 31.5.1903	14 1/2%	\$210 buyers
Do. (Founders)	100	\$10	\$10	none	\$19.70	Interim of 70 cents	84%	\$164 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	Dr. \$1,518	Interim of 70 cents		\$14 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	Dr. \$7,053	None	84%	\$104
William Powell, Limited	12,000	\$10	\$10	none	\$4,787	Interim of 50 cents for 1903/4	84%	\$104
Maatschappij tot Mijn, Bosch- en Landbouwen- plaat in Langkat	25,000	Gs. 100	Gs. 100	Tls. 324,669	Tls. 27,517	First quarterly of Tls. 10, paid 15.3.04	13%	Tls. 310 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7%	Tls. 71 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1904	7%	Tls. 220 sales
Central Stores, Limited	6,000	\$15	\$12	\$10,000	\$1,255	Final of \$1.20 making \$1.70 for 1903	13 1/2%	\$20
Do. (Founders)	123							
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,595	Tls. 5 for 1902	12 1/2%	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	94%	Tls. 64 sales
Katz Brothers, Limited	10,000	\$100	\$100	\$10,000		{ \$1 div. and 25 cents bonus for half year } ended 30.0.1901	74%	\$135 buyers
Straits Trading Company, Limited	175,000	\$10	\$10	\$650,000	\$33,403	\$1 div. and \$2 1/2 bonus for 1903	8%	\$141 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	none	\$17,500	\$5 div. and \$2 1/2 bonus for 1903	8%	\$92
Harvard & Co., Limited	3,000	\$10	\$10	none		\$2 for year ended 31.10.1903	8%	\$17
Shanghai Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50			First year		\$50
Shanghai Hongkong Dyeing and Cleaning Co., Ltd.	6,000	\$50	\$50					\$25